Grouparchitect
1735 Westlake Ave N, Suite 200
Seattle, Wa 98109

RE: Issaquah Apartments
Design Criteria Narrative

CHAPTER 6 - CIRCULATION

6.2A BLOCK LENGTH - Building massing to allow for mid-building pedestrian connectivity to adjacent senior housing property to the west. At this time, the existing senior housing is fully constructed with no pedestrian connection to which to align our proposed project.

6.2B/C NEW CIRCULATION FACILITIES - Project will improve the bike pathway along 7th Avenue and provide new sidewalks at Locust Street(6.2F). Additional dedications (6.2H) along 7th Avenue are anticipated to be required to provide these requirements.

6.4 The proposed 7th Ave R.O.W development section as indicated by the City of Issaquah Development Services Department will be as follows (East to West):

10' Sidewalk -- 6' Landscaping -- 8' parking -- 10' Southbound Travel Lane -- 10' Northbound Travel Labne -- 5' Bike Lane -- 8' Parking -- 6' Landscaping -- 8' Sidewalk

71' total ROW width

CHAPTER 7 - COMMUNITY SPACE

7.3A RESIDENTIAL - Private residential open space will be provided through common open spaces (rooftop gardens as well as at-grade open areas) and through private balconies in most dwelling units. All code-required amenity areas will be provided.

7.3B NON-RESIDENTIAL - all public / non-residential open space will be provided as required and appointed with pedestrian amenities and design elements such as benches, etc.

7.4D SHARED USE ROUTES - 7th Ave NW and NW Locust Street are noted as existing shred use routes. Accommodations for the shared use route along 7th Ave NW and NW Locust Street will be accommodated and planned for in the development of on site connections and circulation as noted in 6.2B

CHAPTER 8 - PARKING

8.4 TRANSPORTATION MANAGEMENT PLAN - Project will include a TMP linked to the final building unit mix / parking layouts and desired transportation program objectives.

8.7 MAINTENANCE - All parking facilities on-site will be maintained by the property owner.

8.8 / 15 REQUIRED VEHICULAR SPACES - All parking quantities will be provided per City codes. All barrier-free parking spaces shall be provided per IBC / City codes.

8.10 TABLE OF VEHICULAR SPACES - On-site parking will be targeted to exceed City minimum standards.

8.11/12 BICYCLE / MOTORCYCLE PARKING - All bicycle and motorcycle parking will be provided per City codes.

8.13B9 TANDEM PARKING - Tandem parking stalls are proposed for serving multiple-bedroom dwelling units. Quantities and arrangement/ sizes of tandem parking shall be provided per City codes.

8.13B11 ELECTRIC VEHICLE CHARGING - EV parking stall quantity / locations will be provided. Any proposed parking quantity reductions shall be calculated per City codes.

8.16 LOADING SPACES - Two Type A loading spaces and the requisite overhead clearance will be provided per City codes.
8.18 PARKING STALL DESIGN STANDARDS - All parking stalls shall be designed per City codes.
8.19 ADMINISTRATIVE ADJUSTMENT OF PARKING STANDARDS - No AAS for parking stall sizes anticipated to be required.
8.20 DRIVE AISLE DIMENSION STANDARD - All interior drive aisles shall be provided per City codes.

CHAPTER 9 - SIGNS

All project signage to be provided per City codes. No project signage other than building monumentation is anticipated at this time.
9.39C MONUMENT SIGNS / RESIDENTIAL IDENTIFICATION SIGNS - Monument signage shall be provided to meet City code standards of development for multifamily areas.

CHAPTER 10 - LANDSCAPE

10.5 LANDSCAPING AT PARKING AREAS - Parking lot landscaping to be provided via trees, landscaping islands, edge plantings, and rain gardens per City codes.
10.10 MINIMUM TREE DENSITY - Replacement trees will be provided to satisfy City codes.

CHAPTER 11 - SITE DESIGN

11.2 GENERAL STANDARDS

The project will significantly contribute to the neighborhood by creating a transitional, pedestrian-friendly streetfront along 7th Avenue. Landscaping at grade and detailing on the building itself will create a new sense of place to reinforce the new development in the area while respecting the mixed-use character and zoning already present. Sustainable building features will be celebrated wherever possible. A new 10 feet wide multi-modal trail that will be part of the Juniper- Maple Trail will be the "streetfront" for the ground-related loft dwelling units along 7th Avenue. NW Locust Street will also be improved from the existing gravel road to a paved street with landscaping strip and pedestrian sidewalk to encourage a safer and more inviting presence of the 7th Ave NW and NW Locust Street intersection. The project will dedicate extensive areas to the widening of 7th Ave NW and to providing an improved street at NW Locust Street while also retaining the existing stream and vegetative buffer. Multi-functional site design elements will be implemented where possible and applicable to promote informal gathering and create a welcoming pedestrian experience. The project massing will be emphasized at the corner of 7th Ave NW and NW Locust Street as a way to add significance to this critical corner and add a valuable sense of arrival into the transition from the Issaquah Commons to the residential neighborhood to the south. The project massing and orientation of the resident roof deck amenity will serve to preserve and promote views of the local natural features of Tiger, Squak, and Cougar mountains.

11.2 STANDARDS FOR ALL USERS

The project places an emphasis on pedestrian circulation though the new 10 feet wide multi-use Juniper Trail as well as the incorporation of a pedestrian thru block connection that will serve to connect future developments to the west. The project emphasizes green landscaping through the large open space plaza located along the Juniper Trail & 7th Ave NW frontage. The pedestrian thru block connection also engages this plaza to further link green belt opportunities throughout the community. Opportunities to utilize this plaza in meaningful ways such as a community pea patch or other uses will be explored. The project will adhere to the 10 foot build to line and corner frontage requirements along that will create a desires sense of engagement of the project to the public frontage. All utilities will be located to

eliminate their visual impact. Landscaping in conjunction with architectural details along the sites frontage will serve to create an overall desirable sense of place.

11.4 ENVIRONMENTALLY CRITICAL AREAS

The project is adjacent to a Class 4 stream located in the center of the NW Locust St R.O.W. The project has engaged a wetlands consultant and consulted with the Washington State Department of Fish and Wildlife to ensure that impacts to this stream are avoided as much as possible. The project proposes a significant dedication along NW Locust Street in order to provide necessary R.O.W improvements while also avoiding impacting the stream. Mitigation of any impacts to the 25' buffer will be located within the existing riparian zone and will serve to remove intrusive plant species and promote a more sustainable and habitable vegetative environment along the stream bank.

11.5 SERVICE, LOADING AND WASTE FACILITIES

All loading zones are located in the rear of the project and adjacent to the elevator entries. Waste enclosures are located inside the building. Waste containers will be moved to the internal drive by property management as necessary for pick up.

CHAPTER 12 - CIRCULATION DESIGN

12.2 GENERAL STANDARDS

The building massing is configured to promote an urban context and engagement of the development with the adjacent community. The building entry lobbies have been carefully situated to encourage multiple routes of circulation throughout the site. The main entry lobby at the corner of 7th Ave NW and NW Locust Street engages this critical corner and serves to promote pedestrian connection to the commercial shopping to the north. The mid block entry along 7th Ave NW allows multiple points of entry to increase accessibility. Each entry lobby is provided with an elevator and serves to connect both the public street as well as the internal parking. Universal design will be incorporated throughout the site to increase ease of movement and connection for all users. Differentiating pavement colors and patterns will be utilized to provide hierarchy and visual clues. Delineation of public and private circulation will be minimized and indistinct.

12.3 MOTORIZED FACILITY STANDARDS

The surface parking lot pavement will be reduced through the use of the two-foot vehicle overhangs with landscaping at the vehicle head. Pedestrian crossings will be highlighted through changes in paving color or striping to alert motorists. There will be only one curb cut off of 7th Ave NW and one off of NW Locust St to minimize bicycle and pedestrian conflicts. Vehicular movements are internalized and separated from pedestrian circulation routes.

12.4 NONMOTORIZED FACILITY STANDARDS

Project will improve pedestrian / bike pathways along 7th Ave NW and NW Locust Street and reinforce pedestrian realm while increasing safety at pedestrian crossings such as street intersections. The Juniper Trail will provide a 10 foot wide path to encourage multi-use for all users. The bike room for the project is strategically located immediately adjacent to the Juniper Trail to improve connectivity.

12.5 CONNECTIVITY AND BLOCK STRUCTURE DESIGN

An East-West through block pedestrian connection is proposed to connect 7th Ave NW to future adjacent developments to the West. The location of this connection has been studied and carefully placed to accommodate staged future developments. The pedestrian connection meets City standard 6.4.A for Non-Motorized Secondary Through Block Passage. All pedestrian curb ramps and walkway

separation shall be designed to meet City standards. The project will provide Dedications as required by the city for R.O.W improvements. The R.O.W improvements and landscaping provided will be maintained my property management.

12.6 CIRCULATION LANDSCAPING

Frontage landscaping adjacent to the walk up loft units in addition to code-required frontage landscaping along the street frontages will be provide to enhance the pedestrian experience within the ROW. Plantings will be designed and maintained to provide maximum visibility for pedestrian and vehicular safety on streets and internal drives. Landscape design will prioritize selection of native species, and those that are low maintenance and low water usage. Irrigation will be incorporated to accommodate summer drought stress. Tree selection will provide shade and be of a proper scale to the building and adjacent pedestrian facilities.

CHAPTER 13 - COMMUNITY SPACE

13.2 GENERAL STANDARDS

The project proposes a community roof top deck on the second level that has been strategically placed on the southern end of the project to take advantage of sun and views of the local natural amenities of Tiger, Squak, and Cougar Mountains. The roof deck is adjacent to indoor amenity spaces and looks down onto the large landscaped area on 7th Ave NW. This orientation provides passive surveillance and activates the landscape area and street frontage. Architectural elements such as a covered trellis will be incorporated onto the roof deck for weather protection and year-round use. Lighting will provide night time access and will be designed to meet code requirements for safety and light pollution. A variety of seating and other shared use amenities such as barbeques will be provided to encourage use by all residents.

CHAPTER 14 - BUILDING DESIGN

14.2 GENERAL STANDARDS

The building mass is designed to engage to public realm while providing visual interest and eliminate blank walls through changes in materials and modulation, as well as emphasizing the entrances and significant corners of the site. The project is being designed as "podium" style construction to provide long-term flexibility at the ground level uses. Project currently is proposing loft-style double height units at grade but these units can be easily converted to retail / office / other commercial uses at a future time without substantially impacting the overall project construction.

14.3 BUILDING MASS AND DESIGN

Doors, operable windows, architectural modulation and detailing will be provided along each facade facing a circulation path that will break down the building massing to a pedestrian scale and prevent blank walls. Buildings over 3 stories shall be stepped back through changes in massing, materials, and modulation, while also serving to distinguish the building's top, middle, and base. View opportunities to Issaquah's natural character and surroundings including Squak, Tiger, and Cougar mountains will be prioritized. The entrances will be creatively integrated into the overall building massing and design so to create an interesting and inviting sense of arrival. The architectural and site design for the corner of 7th Ave NW and NW Locust Street will include added detail and form to emphasize the importance of this corner.

14.4 GROUND LEVEL DETAILS

The project is proposing loft-style double height units along the grade level with the main building entry and leasing office at the corner of 7th Ave NW and NW Locust Street. The grade level will feature a

carefully composed material pallet of natural and textural materials such as brick, wood, and glass. The building entries will have canopies for weather protection. Ornamental light fixtures at each walk up unit and building entrance will provide additional visual interest and character. The walk up units will have a patio space along the public R.O.W to further engage the public realm.

14.5 WEATHER PROTECTION

Weather protection shall be provided along the ground level and at all residential entrances per City requirements.

14.6 ROOF AND PARAPETS

Active and passive rooftop amenities shall be provided where feasible. Parapets will not exceed 42" in height and will be integrated into the modulation of the architectural design. The roof and parapets will act to break up the building mass and provide visual interest. All visible mechanical equipment will be screened from view.

CHAPTER 15 – PARKING DESIGN

15.2 GENERAL STANDARDS

The surface parking lot has been located and configured to be have a minimized appearance from the public R.O.W. The driveway access has been carefully located to minimize the impacts on the 7th Ave NW and NW Locust Streets. A through drive configuration is proposed to distribute entry and egress so to minimize queuing. Parking lot landscaping is provided to soften the paved area and visually break up the parking areas. A majority of the parking is located beneath the podium building above to further reduce the impact of a surface parking lot.

15.4 STANDARDS FOR SURFACE PARKING

The surface parking lot will have a wide landscaped edge that will allow large canopy trees for shade and visually screen the lot from the adjacent property to the West. Paving areas are reduced by utilizing a two-foot vehicular overhang with landscaping at the parking stall head. Low impact Stormwater management elements will be implemented to reduce run off impacts and promote sustainable water management efforts.

15.5 BICYCLE PARKING

An oversized secure bike room is provided adjacent to the Juniper Trail. The bike room will provide over 2x the required bike storage and other useful amenities such as a maintenance station. The location of the bike room is adjacent to the building entrance.

CHAPTER 16 - LANDSCAPING DESIGN

16.2 GENERAL STANDARDS

Landscaping will provide an integral quality to soften buildings and hardscape areas as well as provide a sense of scale and pedestrian friendly quality to the site design. Trees will be specifically selected and located for its ability to shade and integrate into other landscaped elements. Selection and composition of landscapes elements will be to emphasize a sense of place and visual interest through color variety and configurations of beds, raised planters, and potted planting. Landscaping will be used to screen visually impactful elements such as parking as well as provide privacy to on-grade residential units. Native plantings will be prioritized in an effort to reinforce Issaquah's natural setting. Surface parking areas shall be screened and softened with landscaping.

CHAPTER 17 - LIGHTING

17.2 GENERAL STANDARDS

A variety of lighting will be implemented in the project that will enhance the urban form and promote pedestrian safety and friendliness after dark. The lighting will be designed by a licensed engineer experienced with lighting design and will meet all city requirements for dark sky elements and light pollution. Lighting will be specifically designed to promote the activity of the space it is located and accent the architectural quality of the building.

17.3 BUG (Backlight, Uplight, Glare) STANDARDS

The project will meet all BUG standards as applicable.

17.4 DESIGN AND FIXTURE STANDARDS

Lighting will be scaled to pedestrians and be provided to activate and enhance pedestrian routes and activities. Illumination of outdoor public spaces and amenities will be provided to encourage use after dark.

17.6 CIRCULATION STANDARDS: PEDESTRIAN, BICYCLE, TRAIL

Lighting will be provided along the Juniper Trail and Pedestrian Through Block Connection that will create a sense of safety without adversely affecting adjacent residential uses.

17.8 PARKING STANDARDS

Parking area lighting shall meet all applicable City standards and will be designed to avoid direct light spill and glare. Lighting of pedestrian routes shall be provided throughout parking facilities.